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CLASSIFICATION **SECRET**
SENSITIVE INFORMATION
CENTRAL INTELLIGENCE AGENCYREPORT NO. **INFORMATION REPORT**

CD NO.

COUNTRY	East Germany	DATE DISTR.	7 December 1953
SUBJECT	Information on S.G. S.M. Kirow-Werk	NO. OF PAGES	2
PLACE ACQUIRED		NO. OF ENCLS.	
DATE OF INFO.		SUPPLEMENT TO REPORT NO.	

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SOURCE

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1. The following are leading personnel at the S.M. Kirow-Werk (formerly Darruh und Liebig), Leipzig:

Russian

General Director - Shevelyov (fmu)
Chief Engineer - Shestakov (fmu)
Main Bookkeeper - Bubyentsov (fmu)

German

Chief Director - Opeit (fmu)
Technical Director - Holzmann (fmu)
Commercial Director - Position at present unfilled; former commercial director Stiller (fmu) defected to West Berlin on 29 May 1955.
Director of Branch Plants (Filialdirektor) - Gestalter (fmu)
Labor Director - Staake (fmu)
Production Manager - Position at present unfilled; former production manager Schall (fmu) left the plant in June 1953.
Chief Bookkeeper - Position at present unfilled; former chief bookkeeper Reinecke (fmu) defected to West Berlin on 22 July 1953.
Purchasing Manager - Liebezeit (fmu)
Planning Manager - Kessler (fmu)
Shop Managers - Holistein (fmu); mechanical workshop Hartmann (fmu); old assembly hall Klute (fmu); new assembly hall Gaemlich (fmu); preliminary shop (Vorbereitungs-halle) Lusski (fmu); electric workshop Grabe (fmu); construction of winches Bichhorn (fmu); construction of elevators Jaenicke (fmu); branch plant

25X1A

ENCLOSURE

- 2 -

25X1A

2. As of 1 July 1953, the following number of workers were employed at the plant:

Production workers	2,100
Helpers (Hilfsarbeiter)	1,110
Engineering and technical personnel	360
White collar workers	260
Apprentices	360
Others	<u>160</u>
 TOTAL	4,350

The production workers and their helpers were broken down into individual production branches as follows:

Railway rotary cranes	1,080
Elevators (Aufzuege)	430
Travelling cranes and cranes for steel mills	<u>1,700</u>
 TOTAL	3,210

The entire plant, including branch plants, in which railway rotary cranes are produced work three shifts per day.

3. During the first half of 1953, the plant produced the following items:

75 railway rotary cranes, 25 tons
7 railway rotary cranes, 50 tons
2 railway rotary cranes, 100 tons
90 travelling cranes
240 elevators
10 grabs (Greifer)

4. All the railway rotary cranes produced for reparations and government orders go to the USSR. They are shipped to Brest-Litovsk where the wheel trucks are exchanged for Russian gauge wheel trucks. All travelling cranes for reparations are shipped by the same route. Of the elevators, 150 which were for so-called "Pacht und Gewinn" orders went to Russia; the remainder was exported via DIA to Russia and to other eastern countries. The elevators were shipped via Brest-Litovsk. The grabs are additional production for cranes, and all of them are shipped to Russia via Brest.

5. As of 1 July 1953, the plant had on its books raw materials valued at 18.6 million DME. Most of these materials, such as cast parts for articles no longer produced, rolled material which did not correspond to the needs of the factory, and electric parts (motors, resistances, etc.) which could not be used in the items being produced, were not needed. It should be remembered that the inventory on the books does not correspond to the facts; actually about 14 million DME worth of material is on hand at the plant. The Kirov factory has no strike reserves. Procurement of rolled material from Hettstedt and from Russian imports and of electrical parts from Sachsenwerk Niemersdorf and AEG-Treptow represent the chief difficulties at the plant.

6. The capacity of the mechanical workshop is not large enough to meet the needs of the plant, and for this reason the Kirov-Werk has to subcontract to small people's-owned plants or private firms. In addition, there are not enough technically qualified workers at the plant.

7. The Kirov-Werk is guarded by 63 plant guards. Security measures are such, however, that anyone can gain access to an unguarded area with ease. The plant has no special alarm system.

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